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Attention: Jacob Barsoum
HM Capital
Level 7, 1 Macquarie Place
Sydney NSW 2000

SLR Project No.: 610.034287.00001

Client Reference No.: L01

RE: HomeCo Roselands Shopping Centre Expansion, Roselands NSW Noise and Vibration Impact Assessment Peer Review

1.0 Introduction

SLR Consulting Australia (SLR) has been engaged by HMC Capital (HMC) to undertake an independent peer review of the Noise and Vibration Impact Assessment (NVIA) prepared for the proposed expansion to the existing Roselands Shopping Centre located at 24 Roselands Avenue, Roselands, NSW.

This review has been undertaken in response to Canterbury-Bankstown Council's (Council) request for an independent acoustic review of the submitted NVIA. Council's Environmental Health Officer's request is reproduced below:

Environmental Health has reviewed the proposal and still raises concerns regarding the potential noise and amenity impacts associated with the proposed Costco Warehouse development on adjoining residential properties.

Environmental Health notes that it is atypical for a development of this scale and operational nature, such as a Costco Warehouse, to be situated immediately adjacent to residential premises. Council has also received numerous submissions from adjoining residents, raising concerns relating to noise and general amenity. As such, Environmental Health recommends that the acoustic report prepared by Pulse White Noise Acoustics Pty Ltd, titled 'HomeCo Roselands Mall – Noise and Vibration Impact Assessment – R1', dated 12 June 2026, report reference number 250622, be reviewed by an external acoustic consultant. The purpose of the review would be to verify that the noise predications are accurate and that proposed noise mitigation measures as adequate, including the height of the proposed 'crash barrier acoustic wall'.

The external acoustic assessment should also confirm that the submitted acoustic report has been prepared with reference to the most recent traffic report, ensuring that noise impacts associated with vehicle movements have been accurately assessed and considered.

This document summarises the outcome of the review and is focused on operational noise and sleep disturbance impacts associated with the proposed development and the methodology adopted within the acoustic assessment.

The following documents were reviewed as part of this peer review:

- Pulse White Noise Acoustics (PWNA), *HomeCo Roselands Mall – Noise and Vibration Impact Assessment – R2*, dated 17 August 2026.

- Pulse White Noise Acoustics (PWNA), *HomeCo Roselands Mall – Council RFI 1 – Acoustic Responses – R0*, dated 12 June 2026.
- Taylor Thomson Whitting (TTW), *Roselands Shopping Centre Alterations & Additions – Traffic Impact Assessment*, prepared for HMC Capital, Project No. 241764, Revision 4 (WIP Issue for Submission), dated 17 August 2026.
- Canterbury-Bankstown Council Request for Additional Information letter, DA-52/2026, dated 22 July 2026.

2.0 Peer Review Findings

2.1 Review of Traffic Impact Assessment

A review of the Traffic Impact Assessment (TIA) indicates the following:

- The TIA confirms that the proposed loading dock is designed to accommodate vehicles up to 20 m articulated vehicles (AVs).
- Based on the loading dock layout and truck access arrangements, it is reasonable to infer that reversing manoeuvres will form part of normal loading dock operations.
- The light vehicle movements (day and evening) adopted in the NVIA appear to be conservative. The TIA predicts a maximum traffic generation of 275 vehicle trips per hour (approximately 69 vehicle movements per 15 minutes), which is less than the 83 15-minute day and evening vehicle movements adopted in the NVIA.
- The TIA does not quantify heavy vehicle delivery frequencies and therefore does not provide sufficient information to independently verify the heavy vehicle movement assumptions adopted in the NVIA.

PWNA advised that the heavy vehicle assumptions were based on typically expected truck movements provided by the future tenant, however, these movements have not yet been confirmed.

Furthermore, the NVIA conservatively assumes that all 19 staff parking spaces are occupied within a single 15-minute assessment period at night-time.

2.2 Assessment Assumptions

As part of our review, we accept the following aspects of the NVIA as-is, and have no objection to their use:

- Nominated residential amenity classification and the operational noise criteria for the three Noise Catchment Areas (NCA)
- Worst-case operational assumptions (see Tables 12 and 13 of the NVIA) listed below:
 - Selection of operational noise sources, including heavy and light vehicle movements, heavy vehicle engine starts and airbrakes
 - Internal loading operations within the back house receiving
 - Number of light vehicle movements adopted in the worst-case 15-minute assessment periods.
 - Number of heavy vehicle engine starts and airbrake releases in a worst-case 15-minute period



- Identification of air-brake releases as the likely dominant maximum-noise source
- Source sound power levels (understood to be based on measurements conducted at similar sites)
- Assessment of rooftop plant on an in-principle basis.
- Internal noise levels within the future retail premises and internal un/loading areas
- Occurrence of 24-hour loading operations
- Assumed barriers listed below:
 - 1.5m height crash barrier and acoustic wall (see Figures 5 and 6 of the NVIA)
 - Property boundary fences, understood to be 1.5 m in height (Figures C.1 to C.3 of the NVIA). PWNA has separately advised that the screening benefit attributed to the property boundary fence is minimal due to the higher ground elevation of the future car park and loading areas, relative to the surrounding receivers
 - Loading dock acoustic wall near the western end of the partially enclosed loading dock area, understood to be full height to soffit above (see **Figure 1** below and Figure 7 of the NVIA)
- Approach to the sleep disturbance assessment
- The use of the CONCAWE propagation algorithm, which accounts for noise-enhancing weather conditions, including temperature inversions and downwind

It is noted that the assessment relies on shielding from barriers, buildings and other screening structures to achieve compliance at a number of surrounding receivers. As ISO 9613 incorporates an integrated approach to barrier attenuation under adverse meteorological conditions, it may be more appropriate for this assessment.

***Note:** As the TIA does not provide sufficient information to independently verify the heavy vehicle movement frequencies adopted in the NVIA, PWNA has advised that these assumptions are based on indicative truck movement information provided by the future tenant.*

2.3 Verification of Predicted Noise Levels

As part of this review, a series of simplified point-source propagation calculations were undertaken to verify the predicted operational noise levels and maximum noise levels presented in the NVIA.

The verification calculations indicate that the predicted operational noise levels ($L_{Aeq}(15 \text{ minute})$) and maximum noise levels (L_{AFmax}) presented in the NVIA are considered reasonable, taking into account the simplified nature of the verification calculations and the more detailed modelling approach adopted in the NVIA.

Overall, based on our verification calculations, we are generally in agreement with the operational noise and maximum noise predictions under the various assessment assumptions.





2.4.2 Air-Brake Event Location

NVIA Position

The sleep disturbance assessment is based on air brake releases occurring at the loading dock area (shown in **Figure 1**, and Figure 7 of the NVIA).

Our View

Heavy vehicles may reasonably stop at alternative locations along the manoeuvring route prior to reversing into the recessed loading docks. **Figure 1** indicates that heavy vehicles access the loading docks by travelling past the loading area before reversing into the docks.

It is therefore plausible that air-brake releases may occur at the location where heavy vehicles initially stop prior to reversing into the assigned loading dock (shown in **Figure 1**). This location appears to be closer to receivers within NCA1 than the assessed air-brake location adopted in the NVIA. Higher maximum noise levels than those presented in the assessment may occur if air-brake releases take place at this alternative location.

Based on the additional location of air brake releases, the maximum noise levels presented in the NVIA may be underestimated at the receivers in NCA1.

Recommended Action

- Demonstrate that the adopted airbrake source location represents a reasonable worst-case scenario, or
- Update the sleep disturbance assessment to consider the impacts from the location along the heavy vehicle route, closer to NCA1.

2.4.3 Air-Brake Event Assumptions

NVIA Position

The sleep disturbance assessment identifies air-brake releases as the dominant noise source and assumes approximately 9 air-brake events per night, based on a single air-brake release per heavy vehicle delivery.

Our View

We generally agree that air-brake releases are likely to be the dominant source of maximum noise associated with on-site heavy vehicle operations. However, based on the alternate heavy vehicle manoeuvring requirements described in **Sections 2.1** and **2.4.2**, it is possible that heavy vehicles may release air brakes:

- Upon initially stopping before commencing reversing manoeuvres, and
- Again, after completing manoeuvring and coming to a stop within the loading dock.

If multiple air-brake releases occur per delivery, the number of night-time maximum-noise events may materially exceed the approximately nine events assumed within the sleep disturbance assessment. This may influence the conclusions reached regarding sleep disturbance risk.

Recommended Action

- Provide justification demonstrating that one air-brake release per delivery is representative of a worst-case operating scenario, or
- Revise the assessment of sleep disturbance impacts, assuming multiple air-brake releases per heavy vehicle delivery.



2.4.4 Heavy Vehicle Movements

NVIA Position

Heavy vehicle movements have been included in the operational assessment, and the sleep disturbance assessment is based on air-brake releases.

Our View

Only the L_{Aeq} sound power level (SWL) for heavy vehicle movement has been presented. Short-term increases in heavy vehicle noise levels are common due to engine throttling. As such, it is expected that this source would also be considered part of the sleep disturbance, and the L_{AFmax} SWL should be presented.

It is agreed that air-brake releases are expected to be the highest maximum noise source, however, it has not been demonstrated that maximum noise levels from heavy vehicle movements remain below the relevant sleep disturbance criteria.

Recommended Action

- Consider maximum noise from heavy vehicle movements as part of the sleep disturbance assessment, or
- Provide justification for the exclusion of this source from the sleep disturbance assessment

3.0 Conclusion

SLR has completed a peer review of the Noise and Vibration Impact Assessment prepared for the proposed expansion to the existing Roselands Shopping Centre located at 24 Roselands Avenue, Roselands.

We generally agree with the nominated operational noise and sleep disturbance criteria as well as the assessment methodology and assumptions.

Review of the TIA indicates that the NVIA has adopted conservative light vehicle movement assumptions and that reversing manoeuvres are likely to form part of normal loading dock operations, however, the heavy vehicle movement assumptions could not be independently verified from the available traffic documentation.

The peer review has identified a number of matters that may influence the assessment conclusions. These are listed below:

- Exclusion of reversing alarms from the operational noise and sleep disturbance assessments
- The adopted location and frequency of air-brake release events
- Exclusion of heavy vehicle movement noise from the sleep disturbance assessment

Subject to clarification of the matters identified above, we consider that confidence can be provided regarding the robustness of the outcome of the NVIA.



Regards,

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